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## PATENT ABSTRACTS OF JAPAN

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(21)Application number :	10-281596	(71) Applicant :	mitsubishi motors corp
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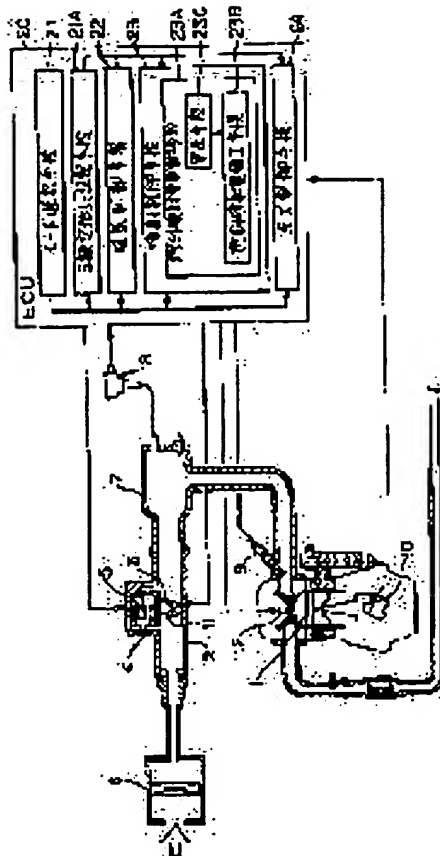
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(54) INTERNAL COMBUSTION ENGINE

(57) Abstract:

**PROBLEM TO BE SOLVED:** To prevent a quantity of fuel from unnecessarily changing upon change-over of air-fuel ratio of an internal combustion engine while the quantity of fuel is changed during acceleration or deceleration in accordance with a pressure in the intake-air passage.

**SOLUTION:** An intake air quantity adjusting means 5 changes the quantity of air flowing into a combustion chamber 1 is increased when the air-fuel ratio of an internal combustion engine is changed into a lean range, while when the air-fuel ratio is changed to a stoichiometric or rich air-fuel ratio, the quantity of air flowing into the combustion chamber 2 is decreased, and a fuel injection quantity control means 23A controls the fuel injection quantity of an air-fuel injection valve 9 in accordance with a pressure in an intake air passage 7 of the engine, detected by a pressure detecting means 8, and a desired air-fuel ratio of the engine. At this time, a fuel injection volume compensating means 23B compensates the air-fuel ratio in an increasing or decreasing direction when the pressure in the intake air passage changes by a value exceeding a predetermined value per unit time, but an inhibiting means 23C inhibits compensation of the fuel injection volume when the desired air-fuel ratio is changed over between a lean air-fuel ratio and a stoichiometric or rich air-fuel ratio.



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